

Caleb A. Kershner Catoctin District Supervisor

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June 26, 2020

Hon. Joel H. Peck, Clerk State Corporation Commission c/o Document Control Center P.O. Box 2118 Richmond, VA 23218-2118

Re: Application of Toll Road Investors Partnership n, L.P., For an Increase in the Maximum Level of Tolls - Case No. PUR-2019-00218.

Dear Mr. Peck,

I am offering these comments as the Catoctin District Supervisor on the Loudoun County Board of Supervisors. My district encompasses the Dulles Greenway south of Leesburg (Greenway Mile 0.000) to the Goose Creek just north of the Belmont Ridge Road exit (Greenway Mile 5.40).

Many of my constituents are daily commuters on the Dulles Greenway and pay the maximum rush hour toll rates from Leesburg to the Mainline Plaza. The Dulles Greenway's proposal for a 6-6.8 percent toll rate increase each year over the next five years, as illustrated in the table below provided in TRIP II's December 20, 2019 filing, would be devastating to my constituents who already pay extremely high tolls.

	January 1, 2021	January 1, 2022	January 1, 2023	January 1, 2024	January 1, 2025
Maximum two-axle toll for all off-peak traffic	\$5.00	\$5.25	\$5.55	\$5.85	\$6.15
Implied % increase	5.3%	5.0%	5.7%	5.4%	5.1%
Maximum two-axle toll for peak traffic (weekday traffic in peak time and direction)	\$6.15	\$6.55	\$6.95	\$7.40	\$7.90
Implied year-on-year increase	6.0%	6.5%	6.1%	6.5%	6.8%

Dulles Greenway toll prices have been discouraging use of the toll road for some time, causing congestion on alternate routes within Loudoun's local road network. This most recent proposal will only serve to exacerbate an already distressed road system in Loudoun County.

I respectfully request that the State Corporation Commission deny TRIP II's request for maximum rate increases.

Sincerely,

Supervisor Caleb A. KershnerLoudoun County Board of Supervisors



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